



SIMONE JAFFE COLLINS  
LANDSCAPE ARCHITECTURE

03.21.2005

**South Bethlehem Greenway**

SJC# 04076.10

**PUBLIC MEETING #1 - MINUTES**

Date/Time: 03.16.2005, 3 PM

Location: Banko Room, Banana Factory

In Attendance: See Attached Attendance Sheet

Notes:

1. Peter S. introduced the project with a fly-through. He stated the potential this project has to act as a catalyst for South Side Redevelopment. The project limits were reviewed, Peter S. pointed out that there are many different uses were along the Greenway such as: commercial, residential, mixed-use, and academic. He stated that the Greenway could at as a civic/ public link connecting all these areas within South Bethlehem and in the future could extend on to form regional connections.
2. Peter S. reviewed the Goals, facts, partners, and concepts that had been collected to date and opened the meeting to public input.
3. There was an inquiry as to the width of the right-of-way and how SJC would address areas adjacent to the Greenway. Peter S. stated that on average, the Right-of Way was sixty (60) feet wide and that in some areas where the City owns adjacent land such as the 4G's property and the Mechanic Street Lots SJC will take a larger look at the whole area.
4. It was stated that both the Five Points area and the Hayes Street area were areas of high crime and that more policing was needed to insure the safety of Greenway users. In addition, the Greenway should be well lighted and vehicular access should be provided for emergency and service vehicles.
5. It was stated that the Pennsylvania Department of Transportation, Northampton County, Bethlehem School District, and the Bethlehem Downtown Business Association should be added as partners.
6. Peter S. suggested that all organizations should consider submitting an official wish list for what they would like to see for the Greenway.

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7. It was stated that linear parks attract gangs and crime. Peter S. stated that he was not familiar with any studies that drew such a correlation but would review that information if provided. He stated that research he had seen showed that greenways and parks have a reduction in undesirable activities as there is an increase in park users.
8. It was stated that there should be adequate trash receptacles along the greenway and that restrooms should be considered. Peter S. stated that restrooms can become a maintenance issue however there might be an opportunity for the private business sector to help maintain a public restroom in the commercial section of the Greenway.
9. It was suggested that LANTA and the private bus lines should be added to the partners list.
10. It was stressed that the greenway should be made more accessible to the western residential neighborhoods.
11. It was stated that there were few if any public parks for small children on the Southside and that the Greenway should incorporate a play area. Surfacing should allow for stroller use.
12. It was stated that from Hayes Street to Steele Street there are erosion issues that will need to be addressed.
13. It was asked why the Greenway was stopping at Lynn Street. Peter S. state that the eventually the greenway could connect with Saucon Park and that this segment of the Greenway is Phase I of the project and a starting point for a larger greenway.
14. It was stated that adjacent property use should be addressed now so that they do not infringe on the vision of what the Greenway should be. Peter S. stated that this could be handled through zoning.
15. It was stated the in the design of the Greenway surfaces and amenities should be ADA accessible and should be low maintainable, durable, and resistant to vandalism, and that utilities to support public events should be included.
16. An inquiry was made as to how wide a path would be and how multiple users could safely use the path. Peter S. stated that the path may be from ten (10) to Fourteen (14) feet wide, that the choice in path surfacing could limit the types of user, and that multiple surfaces could be used to help separate traffic.
17. It was stated that there was not enough hourly parking in the South Bethlehem business area and that parking should be addressed if the Greenway is to be successful.
18. It was stated that the Greenway should incorporate a band shell or performance area for First Friday use. Littering should be addressed through the enforcement of existing laws

19. It was stated that the Greenway should incorporate sculpture and art. Various art installation projects could involve local youth to help create a feeling of ownership.
20. It was stated that native low maintenance vegetation should be used and that signage could be used to create an educational experience. Peter S. stated that there is funding that could be sought to create the Greenway as an arboretum.
21. It was suggested that an "Adopt-A-Block" program could be started to help maintain the Greenway and create a feeling of ownership.
22. It was suggested that local Scout Groups could be involved in various projects along the greenway.
23. Charles B. stated that signage will be used to help inform the public on the Greenway progress and to get them involved in the early stages of the Greenway development.
24. It was stated that the corridor between Third and Fourth Streets should be considered as a whole in terms of circulation and parking needs, and that Beth Works should be involved in the discussion.
25. An inquiry was made if the Greenway would be limited to use between dawn and dusk. Peter S. stated that this had not been determined and that it might be appropriate to have different regulations in different areas of the Greenway depending on the surrounding land uses.
26. It was stated that studies have been done that find Greenways help to reduce crime, increase property values, and increase a sense of community.
27. Helene W. stated that both Northampton Community College and Lehigh University have student groups that are planning on being involved in the Greenway development.
28. It was stated that the city should help to encourage the use of bicycle and alternative transportation to reduce the need for parking. It was also suggested that remote parking should be considered and that the greenway should include a tram/ trolley to bring users into the Southside business district.
29. It was stated that a majority of the City parks prohibit dogs and that the greenway should allow for dogs with appropriate use guidelines.
30. It was stated that there is an annual spring clean-up that takes place from Hayes to William Street that should include the Greenway Area and should be increased to twice a year.
31. It was suggested that the Greenway should include signage about the history of the corridor. It was stated that the D&L had a signage program that could be appropriate for the area. It was stated that major view sheds to important structures such as to the 5 blast furnishes should be preserved

32. It was stated that pervious materials should be considered for the paving of the Greenway.
33. It was stated that with the high number of pedestrian crossings that pedestrian safety should be emphasized and that public education on the right-of-way of pedestrians may be necessary.
34. It was suggested that the Greenway should allow for Skate Boarders.
35. It was suggested that the Greenway should incorporate the elements of the Railroad so that the history of the Corridor is apparent in the design of the Greenway.
36. It was suggested that the Greenway should have drinking fountains. It was stated that such amenities should be focused at the ends of the Greenway.

**Next Public Meeting: April 27<sup>th</sup> Locations TBA**

Respectfully Submitted,  
SIMONE JAFFE COLLINS, INC.  
LANDSCAPE ARCHITECTURE

A handwritten signature in dark ink, appearing to read "Sarah R. Leeper". The signature is fluid and cursive, with the first name "Sarah" being the most prominent.

Sarah R. Leeper